

WHALE OF A LOT OF WHALES

Record Catch Made at Grays Harbor—334 Whales.

The whaling season on Grays Harbor came to a close with the season's catch for the station totaling 334 whales, and valued at more than a quarter of a million dollars. One of the craft had a record of 105 whales caught, seven sperm. One sulphur bottom whale taken last week measured 78 feet, being the largest ever landed off Grays Harbor.

The largest whale ever known to have been captured measured 87 feet, and was of the same variety. The average Pacific Coast whale is said to be worth \$800 on the average. Using these figures, the catch of the Bay City station would be worth over \$250,000 for a season lasting more than four and one-half months. The Bay City station is one of seven located upon the Pacific Coast and is the only whaling station in the United States proper. The other whaling stations on the Pacific Coast are in Alaska and British Columbia. The total catch on the Pacific Coast this year is expected to reach 2000 whales, valued near \$1,500,000.

This year's catch of Grays Harbor is 74 greater than has been made here in any of the previous years. The number of sperm whales taken also is much greater than usual. The sperm produces much more oil than other varieties and the value of these sometimes runs as high as \$3000. The whalers, of which the Bay City station has four, will be laid up for the winter. The season will not reopen until about May.—Kalama Bulletin.

LIST OF TRANSFERS.

Reported by Columbia County Abstract Company.

Sept. 22—Rainier Land Co. to R. Peterson; lot 5, Blk. 1, Blanchard's Second Addn. to Rainier, \$100.00.

Rainier Land Co. to Annie Peterson; lots 1 and 8, Blk. 1, Blanchard's Second Addn. to Rainier, \$200.00.

Rainier Land Co. to G. W. Clark; lot 2, Blk. 1, Blanchard's Second Addn. to Rainier, \$100.00.

Rainier Land Co. to H. Clark; lot 4, Blk. 1, Blanchard's Second Addn. to Rainier, \$100.00.

Rainier Land Co. to A. Clark; lot 1, Blk. 1, Blanchard's Second Addn. to Rainier, \$100.00.

Mathew Stunkard et ux to William J. Stunkard; land in Sec. 30, T. 7 N., R. 2 W., \$10.00.

Sept. 23—Henry Kratz et al to L. C. Gillespie; tract 25, Haven Acres, \$10.00.

Columbia County Real Estate Co. to Mathias Apach et ux; lot 5, Blk. 35, St. Helens.

Sept. 24—Rudolph H. Hansen to George Hieho; land in Sec. 16, T. 3 N., R. 2 W., \$10.00.

Sept. 25—Leonard E. Johnson et ux to Susan A. Workentin; land in Sec. 31, T. 7 N., R. 4 W., \$1000.00.

J. A. Karvonen et ux to A. A. Karvonen; land in Sec. 5, T. 7 N., R. 4 W., \$100.

Ole Laugaland et ux to Carlton Lewis; land in Rainier, \$10.00.

Elizabeth Neuhausen to Bertha L. Courtney; land in Sec. 31, T. 7 N., R. 4 W., \$10.00.

Sept. 27—A. A. Karvonen to J. A. Karvonen; land in Sec. 5, T. 7 N., R. 4 W., \$1.00.

Sept. 28—Columbia County Investment Co. to J. P. Coxan et ux; lot 125, Beaver Homes.

E. B. McFarland et ux to Minnie M. Hensinger; land in Sec. 16, T. 4 N., R. 2 W., \$10.00.

T. E. Mills to Edna Mellinger et ux; E½ of lot 1 and lot 2, Blk. 8, George Town, \$1.00.

Sept. 30—Henry Jurgens et ux to William Kidney; tract of land in Waggoner D. L. C., Sec. 8, T. 7 N., R. 4 W., \$1.00.

Oct. 1—Scappoose Acres Co. to Geo. W. Cook; tract 154, Scappoose Acres Tract, \$10.00.

Oct. 2—M. J. Ketterline et al to Alex. P. McLaren; land in Sec. 14, T. 6 N., R. 3 W., \$1500.00.

Geo. F. Moeck et ux to A. P. McLaren; lots 2, 3 and 4, Blk. "A," Moeck's Second Addn., \$600.00.

Olivo V. St. Helen to J. W. Force; land in Sec. 8, T. 5 N., R. 4 W., \$1500.00.

Oct. 5—Pacific Coast Dist. of Finnish Baptist Union of America to Charles Carlson; land in Sec. 24, T. 4 N., R. 2 W., \$75.00.

Christina Gull et ux to Gabriel Josephson et ux; land in Sec. 24, T. 4 N., R. 2 W., \$1.00.

Gabriel Josephson et ux to Christlina Gull et ux; land in Sec. 24, T. 4 N., R. 2 W., \$1.00.

M. M. Rudolph et ux to James A. Lyons; lot 9, Blk. 95, St. Helens, \$20.00.

F. P. Phillips of The Dalles, weighed weights and measures, stopped off here Sunday on his way to the north part of the county. He returned Wednesday to inspect the scales of this city. He reports that the majority of scales are correct, except spring scales, and they are usually condemned. In some cases he reports the commuters a little irregular.

THE PENALTY OF CARELESSNESS

By S. W. Inglish,
Fire Prevention Expert.

Every time you hear the cry of "Fire!" you can be almost absolutely safe in thinking that someone has been careless. Fires don't happen. They are the inevitable result of combinations of preventable things. When analyzed to the last equation it will be found that carelessness is the root whence spring nearly all fires.

What a penalty industry pays to carelessness! Fire is the great destroyer. The wealth of a generation can be wiped out in but a brief hour.

Why not fight fires before they start? Why not so conduct your habits and so keep your premises that when the fire demon wants to offer your savings as a sacrifice he will pass you by, just as those of Egypt of old were passed over when the sign they had been told to place over their doors, were seen?

Too often when those who are responsible from fire cry out they are the victims of bad luck, they are out paying the natural penalty for their own carelessness.

If you want to keep down your fire insurance rates, wage eternal warfare against those things that ever breed fires.

RURAL SCHOOL TERM SHOULD BE EXTENDED

By P. P. Claxton,
U. S. Commissioner of Education.

In most States school days for country children are fewer than for city children. The average length of school term in cities of the United States is one hundred and eighty-five days; in rural communities one hundred and thirty-eight days, a difference of forty-seven days. In some States the difference is much greater than this average. In many counties the average length of the rural school term is less than one hundred days, and in some districts it is less. On the other hand, in the States of California, New York and Connecticut, the country schools are in session one hundred and eighty days in a year, and in several other States almost as long. The country schools of Rhode Island are in session one hundred and ninety days in a year.

If all children are to have an equal opportunity for education we must even up the school terms of the country and give to all country children at least as many days as are now given to city children. One hundred and eighty-five days of schooling a year for all children will not be too much. There are countries in which the schools, both for city and country, are in session from two hundred and twenty to two hundred and fifty days or more in the year. American children need as much education as those of any other country, and this applies to the rural as well as urban districts.

AN AGRICULTURAL COUNCIL

By T. N. Carver,
Professor of Economics, Harvard University.

Every city has its chamber of commerce or its Board of Trade. The purpose of such an organization is to study economic and business opportunities of the city and promote enterprises which will help to build the city. Does any one know of a good and sufficient reason why every rural neighborhood ought not have a similar organization?

In Germany they already have such organizations. They are generally called the "landwirtschaftsrath" or agricultural council. Some students of the problem of rural organization are strongly of the opinion that such an agricultural council is necessary before much can be done for the bettering of rural credit or the marketing of farm produce. There is no object, for example, in having more capital in a farming neighborhood unless the farmers know without any guess-work just how to use that capital so as to increase the production and the profit of their farms. If all the leading farmers of a neighborhood would lay their heads together and talk over the situation and study the opportunities for new investment, they would be less likely to make mistakes than if they work secretly, as separate individuals.

CIVILIZATION'S GREATEST TRAGEDY.

Extract from article by W. D. Lewis, president Texas Farmers' Union, opposing woman's suffrage:

"We are willing to join in every effort to elevate woman but will assist in none to drag her down. The descent of womanhood is the most awful tragedy in civilization. As she sinks she may, like the setting sun, tint the horizon with the rays of her departing glory. She may tenderly kiss the mountain tops of her achievement farwell; she may, like the sinking sun, allure the populace with her beauty as she disappears for the night but when she steps downward, the earth is as certain to tremble and plunge into darkness as death is to plunge life."

Advertise in the Mist.

WOOD BLOCK PAVING.

The Portland Telegram performs a service by calling attention to the fact that the city of Portland has already had some experience with wood block paving and that this experience has been quite satisfactory. It says:

"Not generally is it known that in 1904 the city of Portland laid a wood block pavement in Salmon street from Front to Fifth. The blocks were four inches, were treated with 660 pounds of carbolineum to the 1000 feet, and were laid on a sandy cushion on concrete base. The cost, according to figures furnished by Commissioner Dieck, was \$1.50 per square yard. The contractor was required to maintain the pavement in first-class condition during a period of four years. So well put down was the pavement that the contractor was never called upon to spend any more money or labor upon it.

"Nine years passed and the pavement needed no attention, but held up under the heavy hauling traffic of that section. 'During the past two years,' says Mr. Dieck, 'the city has spent about \$40, but I find no record of repairs previous to that date.'"

Nine years without attention is a splendid record—a record that is not equalled by Eugene's pavement, which has cost considerably more than \$1.50 per yard. The property owners who are concerned in this piece of pavement certainly have no complaint to make.

Yet, in spite of this splendid showing, which coincides with others all over the world, we presume the cities of Oregon will go on paying their streets with asphalt, whose production adds not a dollar to the wealth of this state, and ignoring the manifest advantages of wood blocks, whose production would be of material assistance to the state's largest and most important industry. Paving petitions are usually looked after by the paving companies, and as long as this continues the claims of wood blocks will not get a hearing.

It is a pity that at least a little interest cannot be stirred up in this important subject. The lumber business is Oregon's greatest industry, and at the present time it is passing through a period of severe depression. This depression results from curtailed markets, and the curtailment of the market is due to a variety of causes. One of them is the rapid growth in the use of substitutes for lumber.

If the cities of Oregon would do it they could help materially in opening up a new outlet for the product of the sawmills. If even half of the paving that has been laid in this state in the last ten years had been of wood blocks the amount of lumber thus used would have been considerable, and besides the use of wood block paving in Oregon would stimulate its use elsewhere. Thus a backfire would be set out against the encroachment of the lumber substitutes.—Salem Statesman.

CARD OF THANKS.

We wish to express our thanks for the kindness shown us during the sickness and death of our son and brother. We want to assure one and all that the many acts of kindness and sympathy will never be forgotten.

MR. AND MRS. J. ERICKSON
AND FAMILY.

KNOW THY COUNTRY

I—Introductory

"Know America" is a slogan that should ring out from every school room, office, farm and shop in this nation. No man can aspire to a higher honor than to become a capable citizen, and no one can merit so distinguished a title until he is well informed of the resources, possibilities and achievements of our country.

This is a commercial age and civilization is bearing its most golden fruit in America. We are noted for our industrial achievements as Egypt was noted for her pyramids; Jerusalem for her religion; Greece for her art; Phoenicia for her fleets; Chaldea for her astronomy and Rome for her laws. Likewise we have men who will go down in the world's history as powerful products of their age. For, standing at the source of every gigantic movement that aways civilization is a great man. The greatest minds travel in the greatest direction and the commercial geniuses of this age would have been the sculptors, poets, philosophers, architects, and artists of earlier civilizations.

As Michael Angelo took a rock and with a chisel hewed it into the image of an angel that ever beckons mankind upward and onward, Hill took the desert of the Northwest and with bands of steel made it blossom like a rose, dotted the valleys with happy homes and built cities in waste places.

As Gutenberg took blocks of wood and whittled them into an alphabet and flashed education across the continent like a ray of light upon a new born world, McCormick took

COMMANDMENTS OF THE ROAD

The National Council of Industrial Safety has presented these rules for automobilists. They should be respected by everyone who drives an automobile and everyone who bestrides a motorcycle.

First—Be considerate.

Second—Go slow; first, passing children; second, passing vehicles; third, approaching crossings; fourth, turning corners.

Third—Stop first at railroad crossings; second, behind standing street cars.

Fourth—Use chains on slippery pavements.

Fifth—When in doubt, go slow or stop.

And the council further requests all automobilists to obey to the letter these Nine Commandments of the road:

Don't run fast into or across main highways.

Don't take blind curves too fast.

Don't run on the wrong side of the road.

Don't pass street cars when passengers are boarding or leaving.

Don't fail to sound your horn before passing other vehicles.

Don't forget that a car or a person may be just around the turn.

Don't forget that the other fellow may be dull, reckless or drunk.

Don't fail to look out for pedestrians.

Don't forget that children may dash in the way unexpectedly.

Don't take chances. That's the simple embracing rule.

HEN MOTHERS FIVE KITTENS

Mrs. Mary I. Glover of Canton, Illinois, has a Buff Plymouth Rock hen that is acting the part of mother to five kittens, about six weeks old.

The hen had been setting perhaps ten days, when she left her nest to feed, and while strolling about the barn she discovered the kittens, whose nest was in a tub, and proceeded to adopt the litter and pre-empted their home. She will fight for the kittens and seems very much attached to them.

Mrs. Glover has attempted to persuade the hen to go back to her nest of eggs, in fact she has taken her back several times, but the hen apparently prefers the company of the kittens and immediately returns to them.

Equally strange is the story of the mother cat which has adopted a crippled chicken, a few miles out of Fayette City, Pennsylvania. The Journal of that town tells how Mr. Charles Grant took a number of chicks from an incubator, among them one so puny and sickly that it was not expected to survive. But Mother Cat took it gently in her jaws, placed it in the nest with her kittens, and now tenderly cares for it and makes over it as if it were one of her own kind. The chick is flourishing and follows the feline mother wherever she goes.

The monthly report of the superintendent of the state asylum states that the cost per capita is \$12.57. There are now in the asylum 1578 patients, an increase of 16 over a month ago. The report also shows that it costs but 10.1 cents daily to feed the girls at the State Industrial school for September.



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